

## Message Text

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ACTION EB-11

INFO OCT-01 ARA-16 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00

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FM AMCONSUL CURACAO

TO SECSTATE WASHDC 1703

INFO AMEMBASSY THE HAGUE

AMCONSUL PARAMARIBO

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E.O. 11652: N/A

TAGS: ETRN, NA

SUBJECT: CIVAIR NEGOTIATIONS

1. SUMMARY: CIVAIR NEGOTIATIONS WITH NETHERLANDS ANTILLES FEB. 4-7 RESULTED IN AGREEMENT BETWEEN DELEGATIONS TO ADJOURN AND TO RECOMMEND TO THEIR GOVERNMENTS A RESUMPTION OF CONSULTATIONS WITHIN SIX MONTHS TO REVIEW ALL ROUTE RIGHTS IN EXISTING AIR TRANSPORT AGREEMENT. OBJECTIVE WOULD BE HAVE THREE SEPARATE, INDIVIDUALLY BALANCED PACKAGES FOR NETHERLANDS, NETHERLANDS ANTILLES, AND SURINAM. DELEGATIONS ATTEMPTED NEGOTIATE ANTILLEAN PACKAGE, BUT COULD NOT REACH AGREEMENT AT THIS TIME. END SUMMARY.

2. NADEL INITIALLY ASKED FOR FOLLOWING NEW ROUTE AUTHORITY:

A. NEW ROUTE FROM ST. MAARTEN TO ST. THOMAS, ST. CROIX, AND SAN JUAN. B. AMEND EXISTING ANTILLES-NEW YORK ROUTE TO INCLUDE INTERMEDIATE POINTS IN CARIBBEAN, CHICAGO, AND BEYOND RIGHTS FROM BOTH NYC AND CHICAGO TO TORONTO AND MONTREAL.

3. WHEN USDEL SAID IT WAS NOT POSSIBLE CONSIDER ANY EXPANDED RIGHTS BECAUSE US-NETHERLANDS AIR TRANSPORT AGREEMENT WAS ALREADY IMBALANCED IN DUTCH FAVOR BY WIDE MARGIN, NADEL SAID THAT IT WAS POSSIBLE FOR US HAVE ONE AGREEMENT WITH LIMITED OFFICIAL USE

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KINGDOM WITH THREE SEPARATE ROUTE PACKAGES OR EVEN THREE

TOTALLY SEPARATE AGREEMENTS. MOREOVER, IN ANTILLEAN ROUTE PACKAGE, ROUTES WOULD BE RESERVED FOR ANTILLEAN AIRLINES (I.E. KLM WOULD HAVE TO DROP OUT OF NYC-ANTILLES SERVICE).

4. USDEL SAID US HAD NO OBJECTION IN PRINCIPLE TO EXPLORING POSSIBILITY OF TWO (OR PRESUMABLY THREE) SEPARATE PACKAGES, EACH INDIVIDUALLY BALANCED. WE NOTED THAT ANY AGREEMENT ON ANTILLEAN PACKAGE WOULD BE CONTINGENT ON REACHING AGREEMENT ON A BALANCED NETHERLANDS (I.E. TRANSATLANTIC) PACKAGE, AND NADEL RECOGNIZED THIS WAS A NECESSARY CONDITION. RE NADEL ROUTE REQUEST, WE SAID THERE WAS NO SIGNIFICANT EVIDENCE THAT PRESENT ROUTES IN CARIBBEAN WERE IMBALANCED. THEREFORE, THERE WAS NO BASIS GRANT ADDITIONAL POINT SUCH AS CHICAGO AND INCLUSION SIGNIFICANT INTERMEDIATE POINT RIGHTS TO CHICAGO OR NYC WAS ALSO OUT OF QUESTION. WITHIN QTE REALM OF POSSIBILITY UNQTE AS AN QTE INCENTIVE UNQTE TO NADEL (ITS WORD), TO SUPPORT SEPARATE PACKAGE APPROACH, WAS THE VIRGIN ISLAND ROUTE, COTERMINALIZATION OF MIAMI AND SAN JUAN, AND SOME BLIND SECTOR AUTHORITY TO CANADA. NADEL INDICATED IT NO LONGER HAD ANY INTEREST IN SAN JUAN/MIAMI COTERMINALIZATION.

5. NADEL THEN SUBMITTED A REVISED PROPOSAL WHICH DROPPED VIRGIN ISLAND ROUTE, SUBSTITUTED DETROIT FOR CHICAGO, AND DROPPED INTERMEDIATE POINTS TO DETROIT AND NYC. WE RESPONDED THAT, IF WE HAD TO TAKE A FORMAL POSITION NOW, ANSWER WOULD BE NO, BUT FELT EXPLORATION HAD BEEN CARRIED AS FAR AS IT COULD BE AT THIS TIME AND IT WAS NECESSARY ALSO TAKE INTO ACCOUNT ELEMENTS THAT MIGHT BE INVOLVED IN A SEPARATE NETHERLANDS PACKAGE WHICH WE OF COURSE COULD NOT PREDICT AT THIS TIME. NADEL WAS CONTENT LEAVE THINGS IN THIS POSTURE. MEMO CONSULTATION SIGNED AGREEING TO ADJOURN AND TO RECOMMEND TO GOVERNMENTS A RESUMPTION OF CONSULTATIONS WITHIN SIX MONTHS TO REVIEW ALL ROUTE RIGHTS IN AGREEMENT. NADEL SAID PRIVATELY IT WOULD PRESS NETHERLANDS PARTICIPATE IN SUCH TALKS AND IT INVITED OUR SUPPORT.

6. REPRESENTATIVE OF WINDWARD ISLANDS AIRWAYS (WINAIR) MADE SEPARATE PLEA FOR RECONSIDERATION OF ROUTE FROM ST. MAARTEN TO ST. THOMAS, ST. CROIX AND SAN JUAN, ALLEGING PRINCIPAL SERVICE ON ROUTE NOW BEING PERFORMED BY THIRD COUNTRY CARRIER. LIMITED OFFICIAL USE

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WINAIR WOULD LIKE AUTHORITY FOR THIS ROUTE EITHER TO BE INCLUDED IN PACKAGE OR CONSIDERED SEPARATELY SO MARKET CAN BE BETTER SERVED. USDEL TOOK NOTE OF THIS REQUEST AND AGREED TO CONSIDER IT AT LATER TIME.

7. ANTILLES CLEARLY WANT TO BE UNTIED FROM KINGDOM AGREEMENT. WE CAN EXPECT THEM SUPPORT MOVES OF US TO BALANCE TRANS-ATLANTIC ROUTE RIGHTS, BUT EQUALLY THEY EXPECT AN INCENTIVE

TO DO SO IN FORM OF ADDITIONAL US ROUTE RIGHTS FOR ANTILLES.

8. PALMER AND LITTON RETURNING THURSDAY, RAY FRIDAY,  
STYLES SATURDAY, O'MELIA SUNDAY.  
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## Message Attributes

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